



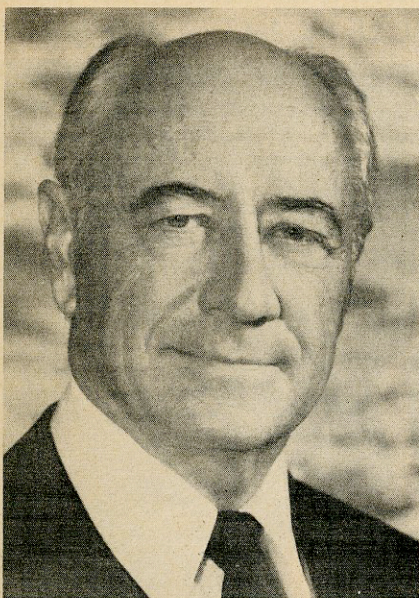
# Green Light

Published Monthly by the  
Denver & Rio Grande Western Railroad  
Vol. 33, No. 3-4 June-July, 1972





## Board of Directors Elects C. H. Leavell



Charles H. Leavell, business executive, industrialist and civic leader at El Paso, Texas, was elected to the Board of Directors of the Denver and Rio Grande Western Railroad.

He succeeds Gus P. Backman, Salt Lake City, who died May 14 in his fifteenth year as a director of the railroad.

Mr. Leavell, director and member of the executive committee of Rio Grande Industries, Inc., of which the Rio Grande Railroad is a major subsidiary, is a native of El Paso where he started a career in engineering and construction upon his graduation from Stanford University in 1933 with an electrical engineering degree. He founded the construction firm of C. H. Leavell and Company in 1938.

In late 1971 the Leavell Company was organized as a holding company with the original C. H. Leavell and Company and other firms as subsidiaries with Mr. Leavell as board chairman of each.

The Leavell Company is the general contractor on the Park Central office building complex in downtown Denver, which will open in late 1972 as a dominant part of Denver's Urban Renewal program.

In addition to his board position with Rio Grande Industries, Mr. Leavell is a director of the State National Bank, El Paso, the Farah Manufacturing Co., University of Texas' M. D. Anderson Hospital and Tumor Institute, El Paso Radiation Center Foundation, Lee and Beulah Moor Children's Home, El Paso YWCA and YMCA, El Paso Symphony Assn., Chamber of Commerce, El Paso Treatment and Research Center, the El Paso Museum Assn., and a member of the advisory council of the University of Texas at El Paso.

## Motor Way President T. M. Davis Retires

T. M. Davis, president of the Rio Grande Motorway, a subsidiary of the Rio Grande Railroad, retired July 1 after 24 years as president of the company.

Davis joined the firm as assistant to the president in 1945.

He retired from the U. S. Army as a brigadier general after an artillery command in the European theater of World War II.

## W. D. Braucher Elected Motor Way President

Warren Braucher, Denver lawyer and former Colorado assistant attorney general, was elected as president of the Rio Grande Motorway by the board of directors of the Denver-based trucking firm. He succeeds T. M. Davis, who retired July 1.

As assistant attorney general, Braucher was assigned in 1969 and 1970 as counsel on transportation and utilities matters for the Colorado Public Utility Commission. From 1966 to 1969 he was attorney and commerce attorney for the D&RGW Railroad.

Braucher entered private law practice two years ago, specializing in utilities and transportation law and practice before administrative and regulatory bodies.

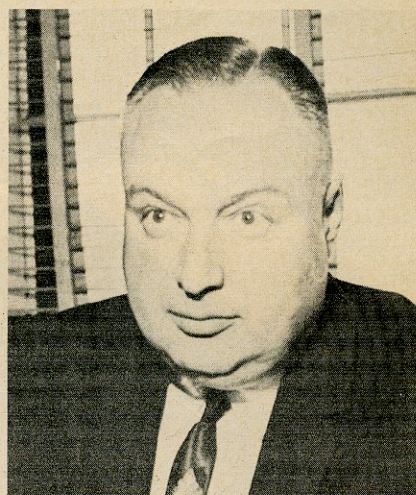
A native of Akron, Ohio, Braucher earned degrees at the University of Oregon and Northwestern College of Law. He held managerial positions with leading ship companies in Portland, Ore., from 1951 to 1958. He came to Denver in 1959, remaining with the Denver-Chicago Trucking Co. as attorney and assistant to the corporate secretary until 1966.

The best executive is one who has sense enough to pick good men to do what he wants done, and self-restraint enough to keep from meddling with them while they do it.—Theodore Roosevelt.

## On the Cover

The cover on this issue is an artist's drawing of Rio Grande's new GP-40 locomotives. Tom Faewell is the artist for Electro-Motive Division of General Motors Corp. The cover as shown will appear in full color in *Business Week*, *Railway Age*, *Modern Railroads* and other magazines.

## Bernstein Named Director Passenger & D C Services



Leonard J. Bernstein, a 30-year employee in Rio Grande's Dining Car & Hotel Dept., was appointed Director-Passenger and Dining Car Services, effective June 1, according to a recent announcement by C. R. Lennig, vice president-Traffic.

Bernstein was born and raised in Denver where he attended school. He held several sales and promotional jobs prior to joining the Rio Grande in August, 1942 as a steward on the dining car. Many testimonial letters were received from passengers attesting to his efficiency and courtesy at the height of rail passenger travel during the war years and those that followed. He transferred to chief clerk in the DC&H Dept. in 1959, and became office manager in 1965.

As the Silverton Train became more popular with tourists, Bernstein was sent to Durango to manage the General Palmer House and Grande Palace in 1967 returning to his headquarters in Denver in the fall. In November 1967 he was appointed superintendent of the DC&H Dept.

Bernstein in assuming his new position as director-passenger and dining car services, succeeds Frank Long who retired May 31.

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Vol. 33 Nos. 3-4

D. J. Davidson, Editor

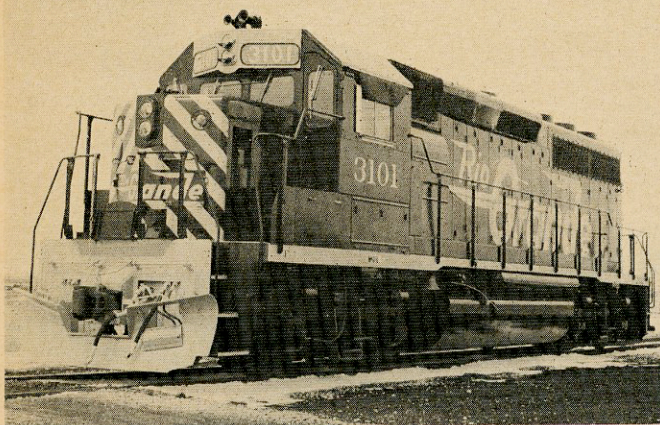
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## Twelve New Locomotives are Placed in Service



Twelve new GP40-2 diesel-electric locomotives have been placed in service on the Rio Grande in the past few months.

The GP40-2 is a new line of locomotive manufactured by Electro-Motive Division of General Motors with a factory list price of \$262,000. Each locomotive when delivered had \$3,400 additional equipment installed at Burnham before being placed in service.

The 3,000 horsepower locomotives are designed for high reliability with simplified maintenance. Major changes in this series over earlier models are incorporated in all principal components, including modularization of electrical controls.

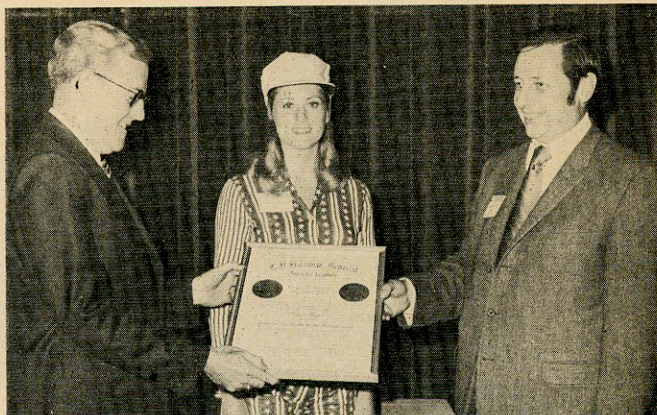
All elements of a functional system, such as wheel slip control or sanding, are located in one module. A typical locomotive will have 17 modules. Should one system malfunction, the maintainer simply removes the appropriate module and replaces it with a new or reconditioned unit. Complementing the system is an annunciator which records any irregularities in operation and helps locate a module needing replacement.

Modules feature extensive use of solid-state, transistorized components. All control circuitry is converted to heavy duty printed circuit boards, eliminating quality problems associated with wiring and wiring connections.

This new series of locomotive placed in service will reap dividends in the expanding railroad market by providing the most economic motive power in rail transportation by the Rio Grande.

## Rio Grande Wins Safety Award

The winners of the E. H. Harriman Awards for outstanding employee safety records for 1971 were announced on June 7. Twelve railroads received gold, silver and bronze medals at a luncheon in their honor at Washington, D. C., on June 14.



*ACCEPTING THE SILVER MEDAL AWARD at Washington, D. C., is Roy S. Eno, Rio Grande's director of rules and training, from John Ingram, federal railway administrator, while Miss Choo Choo, Patty Duncan, adds a little charm to the occasion.*

The Rio Grande was one of three railroads that came in second place. The Rio Grande is in the group B classification and won a silver medal award.

The Harriman Awards were established in 1913 by Mrs. Mary W. Harriman in memory of her husband, a pioneer railroad builder. They have been carried on by her two sons, W. Averell Harriman, former governor of New York, and E. Roland Harriman, chairman of the American National Red Cross.

The Rio Grande Railroad also won the Award of Merit from the National Safety Council for last year, Utah Division earned an Award of Merit and the Dining Car Department was awarded a Commendation Award for 1971.

The Rio Grande conducts its own awards program by awarding and presenting trophies to the various departments for the best safety record during the year. The Utah Division won first place in transportation and retained the large system trophy for the second time; Maintenance of Way for the Utah Division wrested the trophy from the Colorado Division; and the Maintenance of Equipment trophy was retained by the Colorado Division for the second year.

## A Century of Passenger Trains

The 1970 edition of the Brand Book has been released by the Denver Posse of the Westerners. This is the 26th consecutive annual offering by the Denver-headquartered group of dedicated western history buffs and presents 12 well-written, fully illustrated articles, many pertaining to the area served by the Rio Grande.

The Brand Book stories, in addition to telling about Rudyard Kipling in Salida and Orion Daggett in Red Cliff, was edited by Jackson C. Thode, budget analyst in Rio Grande's Transportation Department, and includes a story that should be of interest to railroaders. *A Century of Passenger Trains*, by Thode,

*Green Light*

is a remarkable story of Rio Grande passenger trains.

Thode traces the history of the passenger trains from their inception when the first train was run from Denver to Colorado Springs with the little narrow gauge locomotive, Montezuma, and four diminutive cars. He skillfully takes the reader through the various developments of the passenger trains, their colorful names, many of which have been forgotten and some of which are virtually unknown, to the present Rio Grande Zephyr and the famed Silverton Train.

To enhance the story, many fine photos and illustrations are included,

some of which are published for the first time.

It is evident Thode spent many hours in researching the story of 100 years of passenger service on the first Rio Grande Company and its heirs, successors and assigns in October 1871.

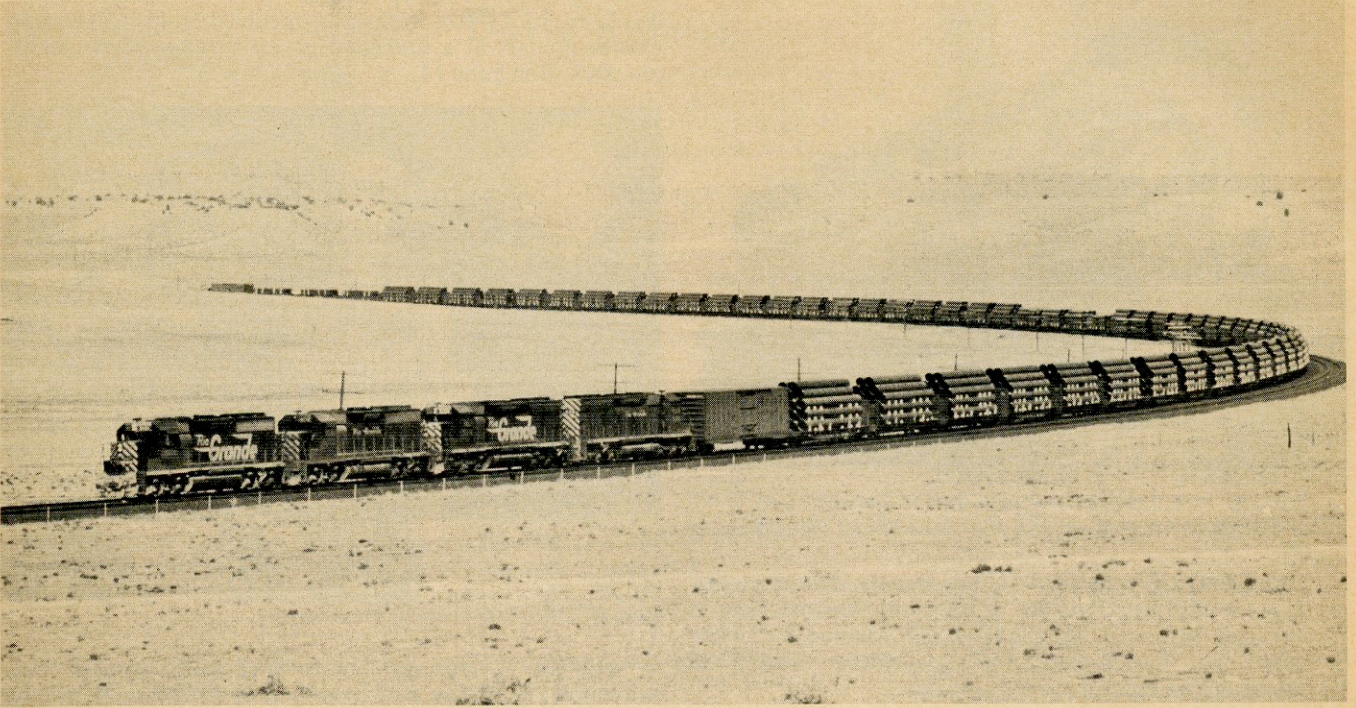
The entire book is well done and should be considered for its historical works.

Copies of the hardbound edition of the 1970 Brand Book sell for \$15.95 postpaid and may be obtained from the Denver Westerners, 1430 Western Federal Savings Bldg., 17th and California Streets, Denver, Colorado 80202.

*Three*



# U.S. Made Pipe Will Handle Iranian Oil



*A Rio Grande train is nearing Goodnight, Colorado, with 58 carloads of pipe. There are 17 sections of pipe in each car. A standard box car follows the locomotive and precedes the caboose. The Rio Grande is expected to handle about 325 carloads as their share of the shipment. (Photo by Kent Bolerjack)*

U. S. Steel's Geneva Works received a special order from the Iranian Government for 100,000 tons of 30 and 26 inch pipe for the National Iranian Oil Co. The Rio Grande and the Union Pacific Railroad handled the pipe

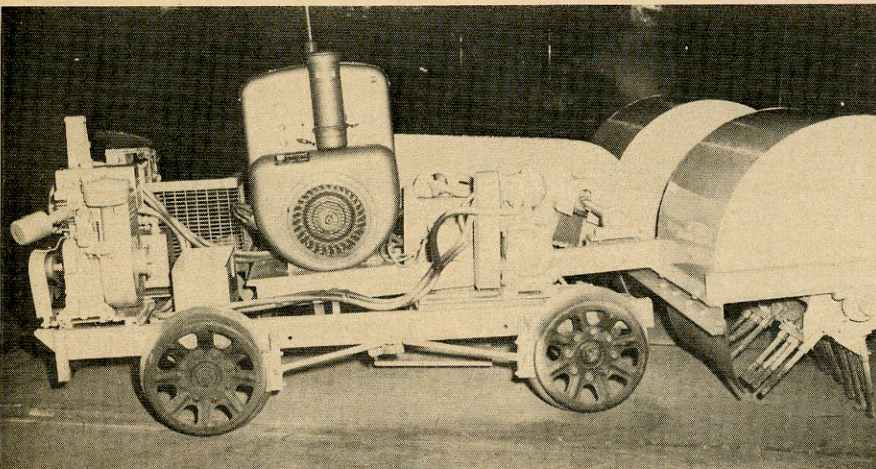
from the Geneva Plant which was destined to Beaumont, Texas and Los Angeles for shipment overseas.

The pipe if laid end to end would cover a distance of 143 miles.

## Rail Base Sweeper to Handle a Snow Job

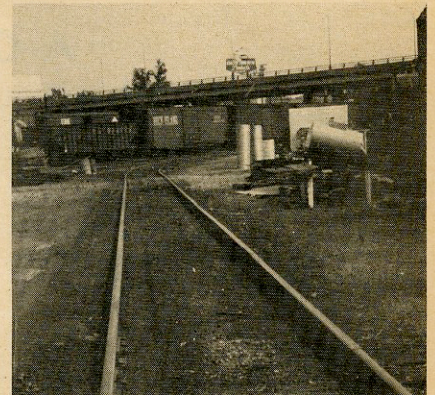
Trains ascending Tennessee Pass in Colorado and Soldier Summit in Utah, the locomotives in winter are required to use sand in some instances for added traction. Snow and sand when mixed build up along the base of the rails.

A rail base sweeper was constructed in the Burnham Shops for testing on the two summits this coming winter. Powered with a diesel motor, the sweeper is self-propelled. Steel finger-like brushes, which spin in a counter-clockwise direction, will loosen and clean the rail to base level.



*RAIL BASE SWEEPER is ready for consignment to section men at Tennessee Pass and Soldier Summit. The steel fingers may be adjusted to any depth from the height of the rail to tie level.*

Four

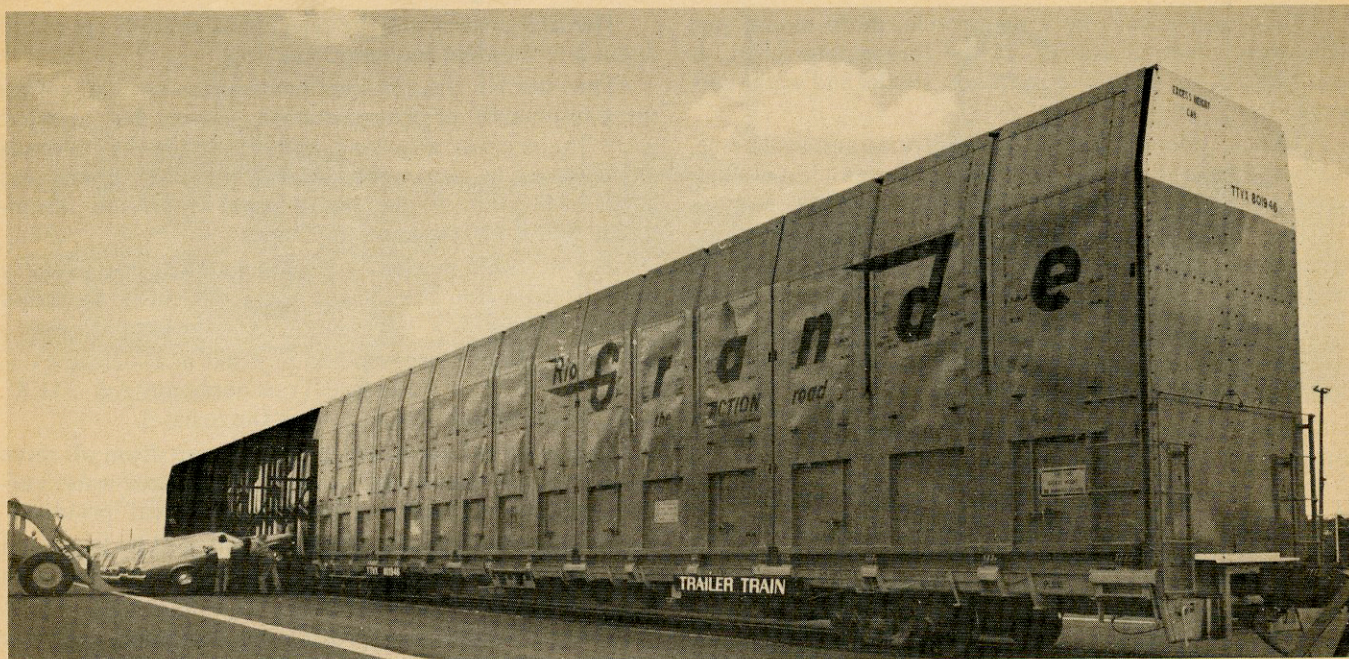


*THE SWEEPER was tested at Burnham where a section of track had ballast covering the base of the rail. The sweeping result may be seen on each side of the rail in the above photo.*

Rio Grande



# Delivery of Vert-A-Paks Completes '72 Car Program



UNLOADING THE VERT-A-PAK at North Yard. The Vert-A-Pak auto transporter is one of the largest rail cars ever built. Rio Grande's car above is painted in Grande Gold with the "Action Road" logo added in black reflectorized paint. The huge cars provide an eye-catching sight as they travel throughout the U. S. The Rio Grande has 18 Vert-A-Pak cars in service.

Rio Grande took delivery of 413 cars in 1972 representing an expenditure of more than \$9 million. Included in the program were 125 50'6", 70-ton cushion underframe cars, dual air-bag bulkheads with side fillers; 125 50'5", 70-ton cars with cushion underframe, dual air-bags, no side fillers; 50 60', 100-ton cushion underframe cars with no side fillers; 100 100-ton open top hoppers; 10 100-ton Airslide covered hoppers; and 3 89'4" long, 18'4" high Vert-A-Pak cars.

The dual air-bag cars have been enthusiastically received by shippers.

The Vert-A-Pak cars, each handle 30 sub-compact automobiles, appear complex, but their operation is relatively simple. Each side of the car consists of five fold-down doors. Each door, which holds three Chevrolet Vega cars, is hinged at the bottom and opens outward to become a loading or unloading platform. As an auto is driven onto the lowered door, its wheels descend into

wells and the frame of the auto engages special securing hooks. Tie-down devices require no additional attention from the operators. A special machine raises the door into the closed and locked vertical position for shipping. At destination, the door is lowered and the cars are driven off for unloading.

Two new Vert-A-Pak sites have been constructed by the Rio Grande at Denver and Salt Lake City. Both sites required new handling areas entailing special paving to enable the Vert-A-Pak doors to rest on concrete ribbons for the unloading process, fenced areas, and special unloading machines to open the doors. In addition to the physical facilities, unloading personnel had to be trained to operate the door opening machinery.

All of Rio Grande's freight car fleet is maintained and tuned to the needs of the shipping public for a wide variety of highly specialized and sophisticated rail cars.

## *Journey to Amtrak The year history rode the passenger train*

When talking to the public and a railroader makes a remark that passenger trains are no longer operated by most railroads, without fail the statement is heard that business must be terrible. It's true as far as the passenger train is concerned.

Passenger trains were the showcase of the railroads and caught the public's eye, but with the demise of the rail passenger, they were a drain on the economy of the railroads eating up profits that could be used to a greater extent.

Kalmbach Publishing Co. has released a 104-page hard cover book—*Journey to Amtrak*—The year history rode the passenger train, edited by Harold A. Edmonson. The book is a photo collection of American passenger trains

and an account of the years of crisis in American passenger train service. The 224 photos and accompanying text take the reader to trackside and aboard many of the streamliners.

For the train buff who is interested in passenger trains, the book is a photo collection of those that were, such as the San Francisco Chief, Wabash Cannonball and Nancy Hanks II, and those that continue to operate under the Amtrak plan, such as the George Washington, Empire Builder and Super Chief.

*Journey to Amtrak* is available at Caboose Hobbies, 601 - 15th St. Denver, Colo. 80202; Colorado Railroad Museum, P.O. Box 641, Golden, Colo. 80401, or from Kalmbach Publishing Co., 1027 N. Seventh St., Milwaukee, Wisc. 53233 at the modest price of \$6.50.



# Being Realistic About the Transportation Crisis

There will always be a nationwide, multi-modal surface transportation system. In the foreseeable future, it will be made up mostly of railroads, trucks and water carriers.

Such a system is a must. A country as big, as diverse, as industrialized as the United States can't exist—and grow economically—without good surface transportation.

Last year, the system's freight load was about two trillion ton-miles. By mid 1980, it is estimated the load will double.

**But what kind of a system will it be?**

**How much will it cost?**

**And who will foot the bill?**

These questions are serious ones because all three modes now have their troubles.

The railroads—the biggest of the three in terms of freight traffic—are in the most perilous financial position. Five roads are in bankruptcy and others are losing money. Even better-off railroads are not recording earnings comparable to those of most other industries.

The trucking industry has had its bankruptcies, too. And none of the three modes are earning enough money to undertake the programs of expansion and improvement that are so necessary if transportation costs are to be held down—costs that affect the price of just about everything anyone buys.

**What can be done?** There are three possible answers:

1. Do nothing. Let the transportation industry continue to falter. Let segments die.
2. Nationalize transportation—all at once, or bit by bit.
3. Implement a program to support and encourage self-help.

Names and addresses of the Senator and Congressmen from Colorado and Utah are:

## Colorado: Representatives

Wayne N. Aspinall  
2313 Rayburn House Office Bldg.  
Washington, D.C. 20515

Donald G. Brotzman  
413 Cannon House Office Bldg.  
Washington, D.C. 20515

Frank E. Evans  
127 Cannon House Office Bldg.  
Washington, D.C. 20515

James D. McKeivitt  
426 Cannon House Office Bldg.  
Washington, D.C. 20515

## Senators

Gordon L. Allott  
5229 New Senate Office Bldg.  
Washington, D.C. 20510

Peter H. Dominick  
248 Old Senate Office Bldg.  
Washington, D.C. 20510

## Utah: Representatives

K. Gunn McKay  
1427 Longworth House Office Bldg.  
Washington, D.C. 20515

Sherman P. Lloyd  
1114 Longworth House Office Bldg.  
Washington, D.C. 20515

## Senators

Wallace F. Bennett  
1121 New Senate Office Bldg.  
Washington, D.C. 20510

Frank E. Moss  
6205 New Senate Office Bldg.  
Washington, D.C. 20510

The first answer may be rejected as unlikely. It would amount to national economic suicide.

The second answer—nationalization—would insure the continuance of transportation service, but at what cost? The price of acquiring and improving the railroads alone would be astronomical. And whether service was good, bad or indifferent, the taxpayer would foot a continuing bill for likely operating losses.

The third alternative—legislation to help the industry help itself—is the best, the most economical, the most rational answer.

This approach is embodied in a bill now before Congress. It's called the Surface Transportation Act (H.R. 11207 in the House and S. 2362 in the Senate).

This proposal, which has drawn support from all three surface modes—railroads, trucks and regulated water carriers—addresses itself to their most critical problems.

Needed improvements would be financed by loans and loan guarantees. Not subsidies—loans, to be repaid in full, with interest.

The bill would also provide for regulatory and tax reforms, safety improvements and redress of competitive inequities.

The Surface Transportation Act. It provides the means by which transportation services can be improved and costs reduced—meaning the consumer pays less. It provides transportation's four million employees with better, more stable jobs. It provides new opportunities for the thousands employed in allied industries. It provides an economical alternative to the expensive mistake of nationalization. It is good for all Americans.

## What can we do to help?

Write your Congressmen and tell them of your support for the Surface Transportation Act. Even if you have written before, another letter will help. Time is running out.

*(Congress reconvenes on July 17. The time is just right to send your letter.—Ed.)*

*(The correct form of address for your representative or senator is:)*

*your address  
city, state  
the date*

The Honorable \_\_\_\_\_  
The United States Senate  
(or House of Representatives)

Address

Washington, D.C.

Dear Senator (or Congressman):

*(Write in your own words)*

## Railroads Reverse Accident Trend

Railroads were the only mode of U. S. transportation last year to reverse an upward trend in accident fatalities, according to the latest statistics of the National Transportation Safety Board.

The figures show that railroads recorded a 14 percent decrease from the 706 deaths in 1970 to 607 in 1971. Highway accidents still led in fatalities. Even eliminating grade crossing deaths, which last year declined by six

percent from 1,440 in 1970 to 1,356 in 1971, the 1971 highway toll was an estimated 53,644 deaths or 284 fatalities higher than the 53,360 recorded in 1970.

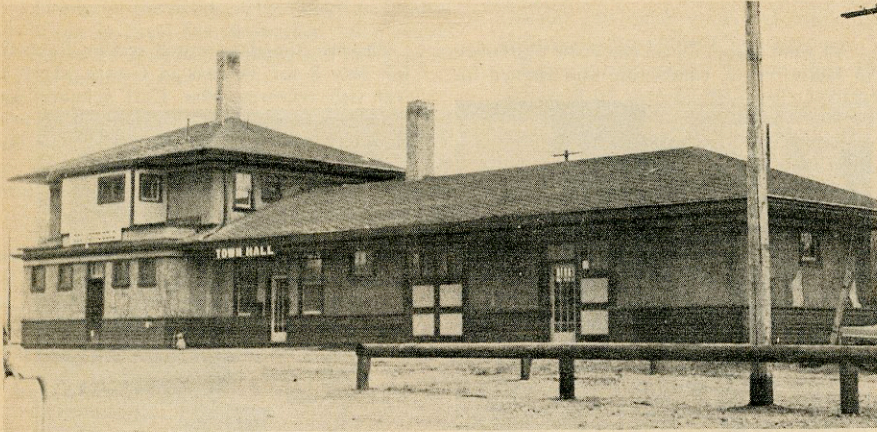
Estimated 1971 totals for other transportation modes with comparative 1970 figures in parentheses are: marine—commercial 459 (430); recreational boating 1,582 (1,418); aviation—airlines 199 (146), general aviation 1,322 (1,254); pipeline 46 (40).

**Shocked Mother: You said you proved to the little boy you were a girl? How?**

**Little Girl: I showed him my Girl Scout card.**



# Old Railroad Depot Serves in a New Capacity



*OUTSIDE APPEARANCES*, it still resembles a depot, but the inside has been redecorated. Some old railroad items are visible to bring back a feeling of nostalgia. The depot has been transformed into the Town Hall of Del Norte.

"Come and Get It!" was the way the festivities began on the evening of May 18 when citizens in the San Luis Valley were invited to a fish fry, sponsored by the SLV Chamber of Commerce, prior to the dedication ceremonies of the Del Norte Town Hall. The program was conducted by Mayor Jay Schrader and marked the beginning of the Centennial Celebration of the town of Del Norte.

The people of the area signed a petition in December, 1872 expressing their desire to become a town in Colorado Territory, which was granted. Del Norte is the gateway to the rich San Juan Valley. The town had board sidewalks, billboard store fronts, dusty streets, gold and silver mining, and growing crops were the topics of conversation. Today Del Norte has paved streets and modern buildings with concrete sidewalks.

What makes the Town Hall of Del Norte unique is that it was at one time the D&RGW depot. Narrow gauge rails reached the area in 1881 at which time a frame depot was constructed. The third rail was added in 1901 to handle standard gauge cars. The old depot was replaced in 1911 by a modern brick structure with living quarters for the agent on the second floor. The depot had been in use until May 1970 and was deeded to the Town of Del Norte on November 18, 1970.

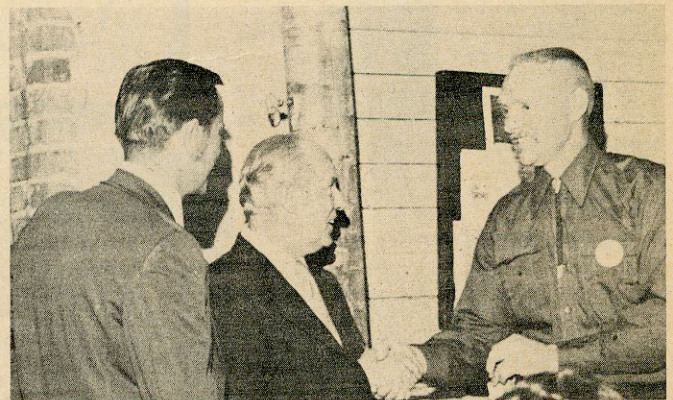
Town officials in need of a better building decided to renovate the depot and make it the Town Hall. It is estimated the refurbishing will cost about \$10,000 and give the town a modern structure to conduct their business when fully completed.

With business as usual in their new quarters, the agent's office has become the town clerk's office, the waiting room is the office of Ron Iske, town manager, who spearheaded the drive for refurbishing, the express-baggage room when completed will be the meeting hall. The Chamber of Commerce also has offices in the building. Carpeted floors and a new paint scheme inside and out makes the building very attractive. Many of the old railroad artifacts are to be seen bringing the old and the new together. Land south of the depot is being developed into a park.

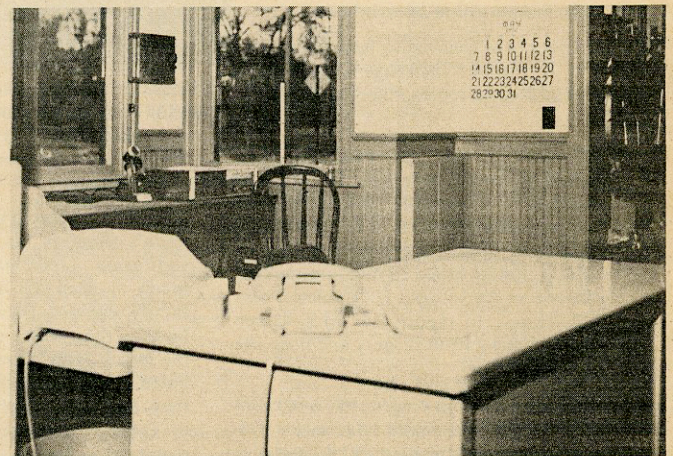
Speakers, in addition to Mayor Schrader, were Clarence Quinlan, State Representative, LaJara, Mrs. Elizabeth A. Conour, attorney, and Jim Wedlock, Chamber of



*THE WAITING ROOM* is now the office of the town manager, Ron Iske, left, shown shaking hands with Jack Berry, Rio Grande's district manager at Alamosa.



*THE BAGGAGE-EXPRESS ROOM* has become the meeting hall where Mayor Schrader of Del Norte, right, presented the key to the town to Jack Berry, center, and Joe Moran, Rio Grande roadmaster-trainmaster at Alamosa.



*THE AGENT'S OFFICE* is the town clerk's office.

Commerce. The Mayor presented a key to the town to Jack Berry, Rio Grande's district manager, and to Joe Moran, roadmaster-trainmaster, who expressed the desire of the Rio Grande in helping to develop business in the area.

The Rio Grande still runs trains just outside the windows of the Town Hall and will remind all of the close association between the two.



# Rail CHATTER on the Grande

## Colorado Division

By Anne Darling

John Barnes vacationed in the south in May and visited his mother in Tennessee. Harold Law, Bob Davis, Mel Herman and Carl Jensen also vacationed during June.

Congratulations to the Dennis Davis' on the arrival of a boy, Christofer Lawrence, on June 8. Congratulations to Lew and Betty Amicone who observed their silver wedding anniversary on June 28.

Sincere sympathy to Bob Nance on the death of his sister at Phoenix, and to the family of George Harriman who passed away on May 11 after suffering a heart attack. George was a timekeeper in the Division Office.

Bob Schovan from North Yard is back with us. Jeff Unbehaun and Richard Reiff are helping out in the Engineering Dept.

Pleased to report that S. F. "Spud" O'Brien, retired chief dispatcher, is on the mend after having surgery in May.

## Grand Junction

By Almeda Flint

Dennis Leonard, son of Jerry Leonard, switchman, graduated in June from the Law Enforcement Academy, Camp George West near Denver. He is now associated with the Aurora City Police Dept.

Vic Peterson, Jr. has been promoted to staff sergeant in Thailand where he is serving as helicopter mechanic with the 21st S.O.S. at Nakhon Phanom Royal Thai AFB. He expects to be discharged in September.

Tom Lynch was relieved to hear from their son, Lt. Col. Jerold Lynch that he is safe and sustained no loss in recent flood in Washington, D.C.

Duane Lehman won the Firestone Golf Tournament at Grand Junction. In the same contest, Darwin Lombardi placed 7th and came in for a small portion of the prize. Apparently Frank Green was so upset by his wife's illness that he failed to mention making a hole-in-one on the Lincoln Park course, winning \$25. Happy to report that Mrs. Green now is recuperating from surgery and hope she will feel much better.

Jess Hixson had hand surgery but is back on the job, as is Leonard Wolfe after major surgery. Carl Consalus still hasn't had clearance from the doctor to return to work, but perhaps by press time he will be back. Harry Berma had surgery June 3. Glen and Mrs. Green have returned from Phoenix to make their home here. He has been quite ill and is in a nursing home in Junction.

Harold Jarrad, retired retarder operator, now living in Denver, purchased a motorhome and plans many trips. To prove he still has a green thumb, Squidge Hutton brought a beautiful bouquet of roses to the office.

All good wishes for an enjoyable retirement to Harry Pauly, conductor, who applied for



his annuity, July 1. Also to Harry Fitzpatrick, mechanical clerk, who was honored with a coffee 'n cake gathering on his last day on the job (see photo). Fitz and his wife have returned to Salida to make their home. Fitz had over 50 years with the Grande.

Friends gathered at Thompson's Corral, June 3, to honor W. H. "Bill" McClurg, dispatcher, on his retirement. He was presented with a sum of money from fellow employees and understand he already has ordered a wrist watch. Bill and Zelpha, with their son, Jerry and family, are on a trip to the east coast to visit another son, Bill and family.

Even though he will feel right at home in Helper, Gene Twehous will be missed as he has been transferred there as road foreman. Welcome to Wilbur Lucore who came from Denver to take over Vic Sacco's territory who has been assigned the territory between Grand Junction and Helper. Vic is able to see many of his old friends with whom he started railroading.

Jack Lawrence and Arnie Clemons spent a week's vacation via motor bike in Southern California. Understand Arnie doesn't think much of deep-sea fishing. The Gerald Rees family enjoyed their vacation even though, luckily, they didn't make the planned trip to the Black Hills. Darwin Lombardi also anticipated a trip to South Dakota, but understand they, too, changed plans. The Ed Morans were to vacation at Lake Tahoe but stayed home due to Mrs. Moran's illness. Pleased to report she is on the mend and Ed is again enjoying her good cooking. Frank Callicotte had good luck during his trip to Bull Frog on Lake Powell when he caught a large catfish and then pulled in his first bass.

J. L. Belluchie and family vacationed in Canada for a month. C. W. Hearn played golf at Grand Junction and Durango in tournaments and attended his parent's Golden Anniversary celebration at Pueblo. Other vacationers were F. R. Moran and J. M. Wagner.

Charles Simadas, retired section foreman, left July 8 for 34 days in Greece where he will visit relatives. Mrs. Carl Schubert and daughter, Jeanne, of Green Valley, Ariz. were recent visitors. Enroute they stopped in Dolores, Colo. to see J. W. "Bill" Hampton, retired carman, who was nursing a broken arm. Bill would like to hear from his friends.

Enjoyed hearing from O. D. Teeter about his visit with "VI" Colstadt in Southern Cal. They were "on the go" much of the time. Teet mentioned playing golf in Utah with a foursome about every other day. His partners are all retirees and their ages total "312 years of tired blood."

Sincere sympathy to C. O. Hopkins on the loss of his mother, and to the family of C. L. Braswell who worked many years in the Gunnison, Colo. area. L. J. Smith, retired engineer, passed away June 1.

The Love Bug is with us again and we extend best wishes to all the happy couples. The Mike Springers gained a daughter when their son, William Thomas claimed Sue Ellen Pekrul as his bride in a Denver ceremony May 9. James Church gave his daughter, Diana in marriage to Florencio Fundazuir, May 7, in a double-ring ceremony. Daughter of the Vic Saccos, Vickie Lynn, became the bride of George Radakovich, June 2. George is a fireman on the Rio Grande. Bill Morrow's daughter, Karen, married Larry Broomstrom, May 27, at Grand Junction. Mrs. Charlotte Wilkinson, former PBX operator, St. Mary's Hospital, resigned to marry Byrom Rhode, a Lapidarist. They will headquarter in Bayfield, Colo., but plan extensive traveling.

## Helper

By Dom Juliano

Congratulations to the Rio Grande ladies bowling team on the championship in league play. Members of the team are Lucille Gardner, Kathy Anderton, Angelina Fromm, Mary Colombo, and Alta Flaim. Rose Monroe replaced Alta in the second half of league play while Alta recovered from an injury.

Congratulations to Gary Kloepler on his recent marriage to Becky Tochi. Gary is serving with the Armed Forces. Gary is the son of Matt, who had a ball at the reception by thinking he was still a youngster and trying to keep up with the teenagers. He is still recuperating.

Pleased to see Melvin Baughman home after spending some time in the hospital with injuries suffered in a motorcycle accident.

Condolences to Vince and Marjorie Howlett on the recent loss of Marjorie's father, Louis Winn.

**Bill: Congratulations. I hear you signed on as skipper of the good ship Matrimony.**

**Dick: Not exactly. I married a widow and I'm just the Second Mate.**

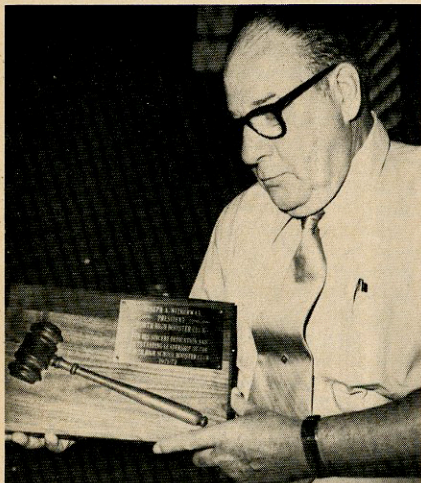
Rio Grande



## From the White House

### Expenditure Accounting

Sincere condolences to the Ward Bushacher family on the death of his father at Topeka, Kans. in May. Mr. Bushacher was a retired Santa Fe Railroad employee and had been ill for several years.



Congratulations to Joe Witherwax who was presented a plaque (shown) "For His Sincere Dedication and Outstanding Leadership of the North High School Booster Club." the Booster Club was organized in 1970 to foster better relations between the high school students and the community. Awards were also presented to outstanding athletes as well as other students. Joe's oldest daughter, Jo Ann, graduated from North High in 1952, and a son, Greg, graduated this year.

## From the Fifth

By Jeanne Gustafson

Congratulations are in order for several of our employees.

Bob Rudd for several awards won in recent golf tournaments; Leo Phelan on the purchase some months ago of a new Maverick. (He says his wife permits him to drive it to the station occasionally!); Al Winegardner and wife who celebrated their 50th wedding anniversary in May; to Sam Barlow and R. F. W. Schneider on their recent retirements.

Have you seen Bob Schneider sporting an attractive red jacket in downtown Denver? Plenty sharp! He was serving on the Host Committee for the Building Owners and Management Association at their International Convention at the Denver Hilton. Everyone knows what a genial host Bob can be.

The family of Col. Marvin C. Patton, USAF, whose son-in-law is C. O. Froid draftsman, has been transferred from the Pentagon to a USAF air base just north of London, England. He is assigned to head maintenance of freight aircraft.

## Communications

By Jim Chavies

Vacations are occupying the time of some of Communication employees.

Harold "Peanuts" Phillips journeyed to Washington, Oregon and Canada. Jim Bradley's was a secret. Joe Gallegos had an enjoyable time doing what he wanted to do.

Bob Silverman worked vacation relief.

*Green Light*

## System Freight Agency

By Charles Cutforth

Best wishes to Bernie Dee who retired on May 26 after 49 years' service with the Rio Grande. His quick mind and ready to help attitude has been missed by many.

While vacationing, Warren and Phyllis Griggs drove through the South, ending up in Sarasota, Florida, to visit their daughter, Sandy, and family.

Bill Benton spent three weeks resting at home and playing with his grandson. It is rumored that he spent a good part of his time girl watching at the Ruby Hill swimming pool near his home.

Employees in SFA wish many happy years to Katie "Step down, please" O'Connell and Walter Brooks as they retire from Revenue Accounting. Their sharp wits, as well as wardrobes, will indeed be missed.

**Thought:** Everyone has the capacity to make someone happy, by either entering the room, or by leaving.

## Traffic Dept.

By Bob Hulstrom

Harry J. Urban, clerk, resigned on May 31st to apply for his annuity.



*HARRY URBAN, left, receives congratulations and presented a gift on his retirement by C. L. Lennig, vice president-Traffic.*

Harry, a native of Kansas had been in the dry cleaning business since he was 16, joined the Rio Grande in May 1952 as a linen man in the DC&H Dept. at Burnham. He held positions as linenroom attendant and assistant storekeeper in that department. He transferred to the Traffic Dept. in 1970 as a clerk, a position he held until his retirement.

Many were on hand to wish him the best of everything for the future.

Congratulations to Ray Sinchak, Jerry Sheridan, Al Fjeldsted, Larry Parsons and Gary Bennewitz who won prizes at the gold tournament on May 13.

Sincere condolences to Betty Proffitt in the recent loss of her brother as a result of an auto accident.

Congratulations to Bill Ducommun and wife who became the proud parents of a big bouncing baby boy.

Con Griswold is in the *Denver Post* Opera Association's "Sound of Music" being held at

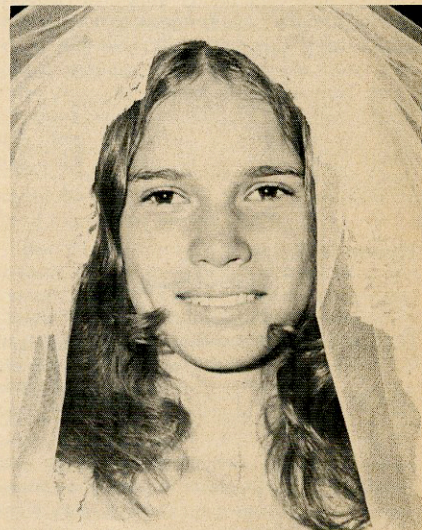
Cheesman Park July 10 through 16. Con has the part of Max Detweiler, second male lead.

Welcome to John L. Smith as office manager at Oakland.

Congratulations to C. R. Marelli in his recent move from the Salt Lake office to manager at Eugene, Ore.; also to R. C. Nelson who replaces Marelli at Salt Lake.

## Management Information

By Ben Goldstein



Al and Lucille Rivero announce the marriage of their daughter, Kathleen Alicia, to Mr. Robert A. Bolton on June 10. The wedding was held at Peace Lutheran Church with a reception following the ceremony at the home of the bride's parents. The happy couple plan to complete their education at the University of Northern Colorado in Greeley.

Congratulations to the Steve Simonoffs on the bundle of joy that arrived on April 29. The proud father, Steve, predicts Amy Elizabeth will be a 9-footer, as she was 21 inches at birth. Rita, former clerk in SFA, and baby are doing fine.

George Graham, computer and tabulator operator, has been transferred to the day shift—and he likes it.

## From the Top

By Irene Stevenson

Many events can happen in two months—weddings, graduations, vacation trips and sons going into the service.

Bill Deramus was married to Pamela Miller of Kansas City on June 10 at Grace and Holy Trinity Episcopal Church in Kansas City. They are now both living in Denver where they have been attending Denver University, Pam majoring in interior design and Bill in business. Congratulations, Bill!

Dave Love graduated from Colorado School of Mines and Kathy Love graduated from Abraham Lincoln High School. They've been keeping the Jim Love family busy attending graduations. Lynett Maris graduated from Jefferson High School and is planning to attend Colorado State University in the fall.

Rosemary Wiemeyer and family drove to Spirit Lake, Ia., to visit friends. En route they



went to Nebraska where they toured the Minden Pioneer Museum, to Minnesota and other interesting spots.

Chuck Colborg and family drove to Mt. Carmel, Ill., to attend the 50th wedding anniversary of Val Colborg's mother and family. Glenn and Helen Keller took a short trip to Nebraska to visit family.

Sons who have gone into the service travel rapidly. Steve Walker is in Japan, and Ron Colborg is in Germany at last report.

Chuck Curd and family spent their vacation moving into their new home on South Clayton Way. Jim Pamp finished his 240-foot by 6-foot stockade fence, made practically by hand. Tom Arnold is working (more at a distance) with the Southmoor Park residents who are installing a swimming pool and tennis club. At least he doesn't have any blisters on his hands.

## Revenue Accounting

By Walter Brooks

A farewell party was held for "Our Katie" O'Connell with Ward Bushacher as master of ceremonies in one of the largest gatherings for an office retirement. All of Katie's friends from the "White House" extended best wishes.

Katie started her career with the Rio Grande in 1942 as elevator starter and transferred to the Revenue Accounting Dept. when the elevators went to push buttons, and completed 30 years' service there.

Katie made many friends with her cordial smile and greetings in the lobby which carried over to her position in the accounting dept. She will be missed by all, and I am sure the Third Floor group will miss her most, as she always greeted them with, "Good morning you nice young people" and a big smile.

May she have a long and happy retirement.



## And From Katie:

I could write a book around here, as each one holds a spot in my heart that is dear. Over the years, I've seen people come and go; I've missed each one I know.

Now that I'm leaving today, I just have this to say: There is some good in everyone bad; Some bad in everyone good. So, I just take people as they are, And like them like I should.

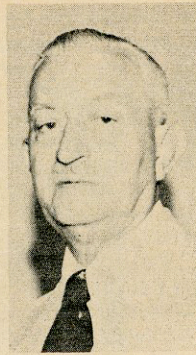
As for me, I know I'm no star. There are other more perfect by far; And my personality, I don't mind it; For I am standing behind it. It's the folks in front that get the jar.

To be honest, I won't miss the work, I know. But of course I will miss the dough. What's a little thing like this? When I'll have all you nice folks to miss; Good luck, and thanks to every one; Gee, I thought this day would never come!

Retiree Ben Klodt was a visitor and informed us his daughter, Frances, was visiting him from Alaska and will probably return to this warmer climate to live.

Walter Brooks, clerk, applied for his annuity on June 30.

Walter had the distinction of working twice in the building where the General Offices are now located. At one time this building was the Lewis Department Store, and Walter was an expert on shoes. He went from selling insurance in Denver to mechanics helper for an air line at Ogden, to lathe work in Denver, before joining the Rio Grande in 1945 as a clerk in the Freight Accounting Dept.



Walter has been very active in Vet's Club activities and served on the board of directors of the Denver Rio Grande Credit Union and a reporter for the *Green Light*. These groups will miss his close association, although he will still be active in the Vet's Club.

His many friends were on hand to wish him the best of everything for the future.

Paul Baca, husband of Rita, graduated from the University of Denver Law School in June. Congratulations and best wishes for a successful career.

Vacations were many and varied. Dick Watson enjoyed the northern Colorado mountains; Everett Wilimek journeyed to Minnesota; Byron Brown went fishing and to his mountain cabin; Joe Warrick toured eastern U. S., with Washington, D. C. the main attraction; Clinton Krieger just rested and enjoyed the wonderful weather.

Other vacationers were Bill McFarland, who enjoyed the warmer climate of Arizona; Ralph Brown took to the mountains; Maxine Connor rested and took care of the things that don't get done while working; John Milne did some work around home and rested for the summer ahead; Fred Putz "puttered" around home; Maribeth Bruhn had a week of rest; Rita Baca enjoyed the rays of Old Sol; and Dick Eggleston had a lot of golfing to catch up on.

Margaret Craegar is recovering nicely from surgery.

Hope to see you all again around town, and with this I bid a fond farewell—Walter.  
(Thanks for all your help, Walter—Ed.)

## Personnel

Ed and Lucille Clark had a bang-up time during a family reunion with a total of 24 adults and 42 children, all relatives of Lucille. The get-together was held at the Adams County fairgrounds. Everything was under control as, in addition to the excellent food, among those in attendance were a nurse, dentist, stockbroker, salesman, printer, mechanic-blacksmith-farmer, teacher and the one lone railroader, Ed Clark. States represented were Arizona, California, Colorado, Nebraska, Iowa and Michigan.

*A lot of presidential timber is mostly bark.*

## Salida Comments

By Maribee\*

The House with the Eye Museum, the Robitaille Hospitality Center and Robitaille Theater, projects of this columnist, will be open through Labor Day. The collections in the Museum rate as the best private collection in the state, equal to many of the state-supported museums. Calories may be forgotten in the Hospitality Center as one indulges home-made ice cream and cookies while listening to the electric piano with toe-tapping music such as "Shanty in Old Shanty Town," "Shiek of Araby" and others (by JoAnn Castle who once played with Lawrence Welk).

The Robitaille Players, a trio of talented young people, present "Leadville by Lamplight" in the evening, vignettes about Leadville that will have you rolling in the aisles one minute and exclaiming the next, "Why, that is the most interesting historical fact I have ever heard about Leadville."

Pueblo trainmen at times complain there isn't enough to do in Salida when there is a long wait for them to return to their home terminal. This wasn't the case during the annual Fib-Ark Boat Race celebration in mid-June. A glance over in the Riverside Park showed Mike Rhodes, Dennis Sheehan, and others helping a pretty girl erect signs for the booths which were part of the celebration.

Doing a good deed was Mrs. L. T. Clark who went to Minturn at the end of June to take care of Herman Billows' grandchildren while the mother was hospitalized in Salida.

C. R. McDonald took a trip to Chesapeake, Virginia, to spend three weeks with his daughter and family, Lt. Commander and Mrs. F. E. Howerton, and children, Mike and Steve. While there, he enjoyed side trips to several battle fields.

Summer means the Monarch is running again, and the soft heart of John Plewes, conductor, makes this a candy run also. On one of the first trips up the hill, the little "guys" who watch the train go by were rewarded with their usual gift of candy. As a result, John received quite a fan letter from a six-year-old.

The Robert A. Brazils and their sons, Scott and Rob, spent a vacation in Nebraska and South Dakota where they toured Mt. Rushmore, Reptile Gardens, Marine Land and the Wax Museum. They left Rapid City two days before the disastrous flood.

Cliff Rich, Minturn carman, and wife vacationed at Stillwell, Oklahoma, with his mother. This was the occasion for a family reunion.

No sooner had Leonard Perschbacher returned from a winter in Arizona when he demonstrated his safe driving by being nominated for the Safe Driver of the Month award sponsored by the *Denver Post*, Colorado State Patrol, and the United Bank of Denver.

The A. R. Williams vacationed at Sturgis, South Dakota, where they visited with their son, Karl Williams, and family. Karl is a vocational agriculture teacher in the Sturgis High School. They visited some of the same tourist attractions as the Bob Brazils. In addition, they visited the Wounded Knee Museum at Pine Ridge Indian Reservation near Sundance, Wyoming.

Rio Grande



Of historical interest, Mrs. Gertrude Johns of Grand Junction celebrated her 91st birthday on May 15. She holds the distinction of being the first baby girl born in Salida when it was a frontier town in 1881. Her father, Stephen J. Hunt, was employed on the Denver Rio Grande and later became an inspector at the round house.

\*Mary B. Cassidy

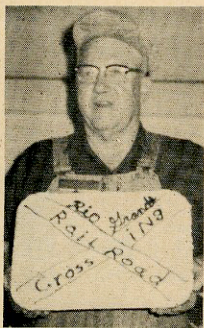
## Provo

By R. R. Rackele

Members of the Wernz family were anxiously watching the television broadcast of the Apollo 16 splashdown as their son, Seaman Allen Wernz, was aboard the recovery ship, *USS Ticonderoga*. A short wave radio message to his family disclosed the news. Allen is a clerk on leave from the Rio Grande at Provo. His father, Bud, is a signal maintainer, and Joe, his grandfather, is a retired conductor.

Two members of railroad families here have chosen mates. The daughter of Gary Ebert picked herself a husband and the son of Leland Neilson picked a wife. Congratulations!

Leland O. Neilson retired May 31 after 29 years' service with the Rio Grande. Leland joined the railroad as a carman at Helper in 1943 and transferred to Provo in 1944 where he spent the remainder years in the Car Dept. His hobby is cobbling shoes and he plans to make that his occupation in retirement. He also plays the drums, harmonica, and guitar and furnishes the music for the senior citizen dances each week. Best wishes follow Leland in his retirement.



The Vic Griffiths have had several visitors this past month. The Rackeles had their daughter from El Paso as a recent visitor.

Rudene Rackele, daughter of Rudy and Donna, is a contestant in the Miss Provo Pageant. Wish her the best of luck.

A six-foot sandstone monument has been erected to the gateway to the U-Pace-O Ranch at Thistle to celebrate its centennial this year. A museum on the property will house pioneer relics, buggies, wagons and many other articles of days gone by. The ranch, which consists of 500 acres, has been handed down from generation to generation to the present owner, Robert Pace. The celebration will include the selling of coins which will entitle the bearer to see the museum and a free dinner at the ranch. The coins, which are a memento of the occasion, may be kept by the individual. For further information for those wishing to attend, contact Robert Pace at Provo. Bob is a locomotive engineer working out of Provo.

*A woman suing for divorce told the judge her husband hadn't spoken to her for two years.*

*"Why is it that you haven't spoken to her?" the judge asked.*

*"Because," replied the husband, "I didn't want to interrupt her."*

Green Light

## Utah Division

By Jerry Pearson

With vacation season in full swing, many employees have either had theirs or are planning trips. Those who have taken them are reminiscing over the events that took place on their trips, for example:

Ray Irvine, chief clerk, claims he caught all the fish in Strawberry and Flaming Gorge Reservoirs and still had time to play a few games of golf. Chad Chesnut, RR-Hiway Engineer, and wife visited her parents at Fulton, Ky. Their two-week, 4,000-mile trip took them through 11 states.

V. C. Gass, roadway mechanic, spent part of his vacation roaming through the ghost towns of Cherry Creek and Hamilton, Nevada. He collected many interesting items, one of which was a full bottle of peach brandy sundae topping made in about 1900.

L. D. Beebe, signal supervisor, flew to Los Angeles where his son, Stephan, obtained a Master's Degree in Engineering from U.C.L.A. Stephan is presently employed at Hughes Aircraft.

Darl Cook, B&B foreman, is busy making plans for his big vacation, his retirement. Darl, better known to his friends as Cookie, began his career with the Rio Grande as a carpenter helper in August, 1926. He was transferred to B&B foreman at Salt Lake in October, 1936, American Fork in 1954, and back to Salt Lake later that year. In November, 1959, he assumed the duties of steel bridge foreman for one month, returning to B&B foreman in December, where he remained until his retirement.

Darl made many friends who will miss him after "pulling the pin" on June 30, ending a 46-year career on the Grande.

## Motor Way

By J. P. Walsh

### Grand Junction

Paul Beauregard, terminal manager, and Norm Holmes, sales representative, are credited with saving the lives of six people who were thrown in the water at Blue Mesa Dam when their fishing boat capsized in a high wind June 25. Beauregard and Holmes saw the boat turn over and swung their own boat around for the rescue. The six were pulled from the water one by one. Two pet dogs drowned when the boat overturned.

It's better to have a miss than a hit as Emily Bauman, cashier, will tell you after a terrific wind severely damaged 13 trailers one-half block from hers.

Ron Kelly is vacationing in Saskatchewan Province.

Congratulations to Gary Pfander, traveling agent, on his marriage, May 28, to Miss Joydale Neness at Glenwood Springs.

### Durango

A party to honor Dale McConnel, terminal manager, as outgoing president of the Lion's Club was held on June 24. Dale was presented with a white golf bag and the "One Hundred Percent President" award. This award is given by the International Lion's Club to the presidents whose clubs have participated in a specific number of projects to help others.

Dale Bewley will be leaving the Durango area in July, having been transferred to Pueblo where he will work out of that office as traffic and sales representative.

Deepest condolences to the William Austin family on the death of his brother, June 3.

### Denver

Bob Fregosi, rate clerk, spent a week in Las Vegas seeing the shows and putting a little in the "slots." For the benefit of fishermen, he reports that, while on the tour boat on Lake Mead, a fisherman showed the group two trout that were 24 inches long and weighed nearly 20 pounds.

Ted Busch, dockman, retired early in the spring. Cake and coffee were served in the lunch room to celebrate the occasion. Bob McGuffage is back on the job after two weeks in the hospital. Ronald K. Curtis resigned on May 1 to go into business for himself.

Bob Fregosi and Gary Leber successfully completed and are certified in first aid by the American Red Cross. Special recognition should be given to Leonard Waring, safety supervisor, for the excellent job in conducting the ten-hour course.

St. Catherine's Church was the scene of the wedding of Patrick Boland, asst. terminal manager, and Miss Kath Genapoli, May 20. The couple spent their honeymoon touring southern Colorado. Since Patrick made it, there's hope for you other bachelors.

Cecil Lowderbach is transferring to a position as parts clerk in the shop replacing Fred Elms who resigned.

Vacationers include Opal Gammel, who went fishing in Arizona; Sandy Fisher visited her family in Nebraska; and Mary Slavec spent some time at Grand Junction.

Jeanette Stockmaster replaced Carol Glasgow as secretary to transportation manager Carol resigned and moved to California.

### Montrose

The Montrose bowling team recently won two trophies, one for third place, the other for high team series in league play. Butch Webb, Ernie Sigler, George Clark, Bill Millard and John Closser compose the bowling quintette.

The annual Slope Motor Way Credit Union picnic was well attended at Delta in May with nearly half the Motor Way families present. The Bob Culver All-Stars beat the Butch Webb Scrubs with baseball pro, Norm Way, in the winning box, and Bob Crabb the loser. Vi Robertson, Delta clerk, was hostess for the event.

### Price

Best wishes for Tony Vouk, pickup driver, who retired June 2 after 26 years with the company.

Congratulations to Ruth Wieland, clerk, who has been elected as president of the Price Business and Professional Women's Club. Congratulations to Frank Rinna and wife on the arrival of a baby daughter.

### Canon City

Helen Amerine, clerk, enjoyed a trip to Albany, Ga., to visit her brother and family. They drove down with her mother and flew back. Her brother returned recently from a tour of duty in Vietnam and is now stationed at Macon, Ga.

Bill, son of Arden Wood, terminal manager, graduated from high school.



## North Yard

Orville D. Leech, retired carman, celebrated his 85th birthday at Monterey Park, Calif. on May 15. Fourteen relatives were on hand for a birthday dinner at the Bit of Sweden on May 14 in Alhambra. Ed Kessinger, carman, and wife, Florence, Leech's daughter, drove to California to attend the celebration.

Orville joined the D&SL Railroad in 1923 and was with them when the consolidation took place with the Rio Grande. He retired in 1948 due to a heart condition. He is still able to drive a car and attends church faithfully every Sunday. The installation of a heart pacemaker his past year has kept him keen and alert and enabled him to keep up with friends and relatives. He received over 130 birthday cards from friends over the country.

Best wishes for many more years of happiness and good health.

## Burnham Notes

### Work Equipment Shop

Irving M. "Buck" Brink, work equipment shop foreman, retired from active service on May 26. A party was held to honor his many years of service with the Rio Grande.

Buck joined the Rio Grande at Salida in April, 1925 as a B&B helper. He held many positions during his career among them, in addition to B&B helper, a brakeman for a short time, B&B carpenter, rail layer operator, motor car maintainer, roadway machine equipment repairman, repairman and me-



IRVING M. "BUCK" BRINK, center, holds the cake at the retirement party held in his honor. Chet Turner, left, supervisor work equipment, and Ray McCurdy assist. Cake was decorated with a work equipment derrick holding a rail.

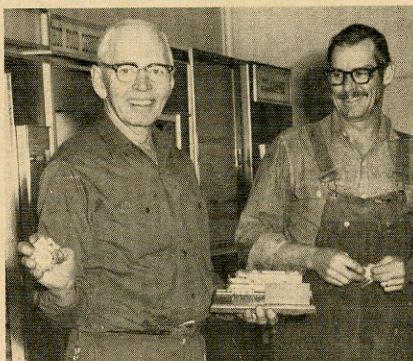
chanic, relief foreman of work equipment, work equipment shop foreman, and appointed to work equipment shop foreman at Denver in 1964, a position he held at the time of his retirement. He saw service at Salida, Pueblo, Alamosa, Grand Junction and Denver during his career on the Grande.

His many friends and co-workers were on hand to wish him many happy years of retirement.

## Diesel Shop

By Elmer Schaefer

Art Berglin, tin shop foreman, applied for his annuity on June 30. Art joined the Moffat Railroad as a laborer at Utah Junction, in June 1930. During his railroad career, he saw service as a machinist helper, pipelitter, a position he retained when the Moffat and Rio Grande were consolidated, and appointed tin shop foreman in January, 1954, a position he held at the time of his retirement.



In the photo Art is holding a fire chief badge and a replica of an F7 locomotive which were presented by Ken Flansburg on the right. He was also presented with some "greenbacks" to spend on his planned trip to Sweden.

Jeff, son of the Victor Stepsays, has been selected by the Israel Denver Community to be one of the youths to go to Jerusalem, Galil, Tel Aviv and other points where they will hear lectures and take field trips.

Amy Gibson, daughter of William, was honored as a section leader in flutes in the Kunsmiller Junior High School Band on May 25.

The E. E. Johnsons went deep sea fishing while on vacation at Mazatlan, Mexico. The Charles Frosts spent a weekend at Las Vegas playing games of fortune along with other entertainment.

The Ben Dickersons motored to Ottawa, Kans., to attend the graduation of their daughter, Jean, where she received a Bachelor of Arts in teaching from Ottawa University.

Sincere sympathy is extended to the family of George Hawkins. George, a carman, was local chairman at Burnham for many years prior to becoming ill. Sympathy is also extended to the family of John Belcik. John retired as a sheet metal worker many years ago and reached the age of 97. Condolences to G. H. McDonald in the loss of his mother, Alice Ainsworth.

I. M. "Buck" Brink wishes to thank all for his retirement gifts and the party held in his behalf at the Laboratory. He would like to express thanks to all for their condolences in the loss of his wife, Elizabeth.

A long and happy retirement and with sincere best wishes to Fred Snyder, machinist helper. We already miss his happy face. A joyous retirement is wished for Abe Martinez. Abe was a member of the Alamosa Shop Band many years ago and traveled over the system with them. A happy retirement is wished for Ben Phelps, carman, with 36 years' service in the car shops.

We've gone fishing would have been appropriate for the Jerry Aites, the Matt Brozo-

vichs, the Flansburgs, the Benny Foxes who went to Twin Lakes. Betty Flansburg showed them how by bringing in a five-pound, 25½-inch Mackinaw. How about that!

The William Saponas are the proud parents of a baby boy, Stacy, who arrived on June 2.

The Robert Linnetts vacationed at Reno, Portland and points in California and returned with their son, Martin, who was attending Stanford.

Congratulations to the following on their new assignments: Victor Stepsay as general manager of the Rio Grande Hospital Assn., Don McFarland as diesel maintenance supervisor, and Peter Schmidt as tin shop foreman.

Recent visitors were Sparky Boyd, Bert Koepke, Bill Schultz, Jack Jesson, Heb Zietz, Ted Karpen, Robert Blackburn, Bill Hicks, Fred Snyder, Ed Hayes, Jimmy Breucht, Ted Chitwood and John Ericson.

A hurry and get well is wished for Jesse Gordon, Gerard Zschoche and Lon Chaney.

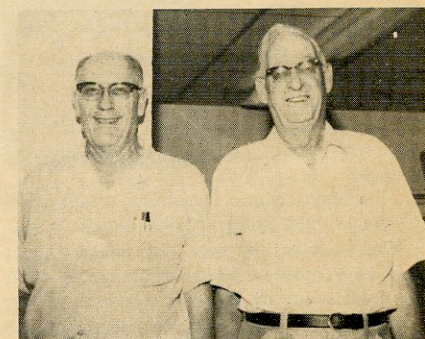
## Store Dept.

By Dolly Eagler

(Welcome to Dolly Eagler as reporter at Burnham store. She has replaced Bill Moeller who retired. Thank you, Bill, for all your fine reporting—Ed.)

This has been a month of goodbyes.

The star reporter for this department, W. H. (Bill) Moeller, retired after 40 years in the Store Dept. Bill plans to travel extensively, and good luck has already followed Bill on his trip to Lake Tahoe. Bill retired on June 2.



TWO RETIREES in the Burnham Store Dept. are Bill Sealy, left, and Bill Moeller.

It was goodbye to W. L. Sealy, store helper, who retired after 30 years with the Rio Grande. Bill spent 27 years of his railroad career in the Store Dept. The other three were as a clerk in the General Offices.

Best wishes to Bill and Bill in their retirement.

A retirement ceremony, a handshake, and it was happy retirement for Tony Ballas, asst. material manager at Burnham. Tony retired June 23 after 44 years with the Rio Grande. Best wishes, Tony, and good golfing.

E. E. Egan enjoyed a week of vacation between Pueblo and his home in Denver.

Welcome back to Pete Dimitroff, material manager, after a bout with surgery.

Robert Guerrieri attended the Fireman's Convention at Montrose. Bob won third place trophy for fastest time in one man's hose coupling hook-up.

Lester Dale was successful bidder on Bill Moeller's position as sectional storekeeper.

Rio Grande



## Rate Super. Retires

By Charles Cutforth

Friends gathered in the System Freight Dept. on May 26 to wish a happy retirement to Bernie Dee.

Bernie leaves a host of friends after 49 years of service. He joined the Rio Grande in 1923 as a messenger in the Freight Accounting Dept. and progressed through the various positions in that department and was appointed rate and revising supervisor in 1963, a position he held at the time of his retirement. He became quite an expert in digging into rate problems. This ability made him highly respected, in not only to the Rio Grande, but to other area railroads as well.

Dave Greear, manager, SFA, presented Bernie with a matched set of golf clubs along with other gifts and mementoes from well wishers along the Rio Grande. Bernie's wife, Marian, was on hand for the occasion and was presented with a lovely orchid.

Bernie and Marian were married in June, 1931 and were blessed with one daughter, Beverly, now Mrs. Johnson, who has two girls and one boy and lives in Tucson, Ariz. The Dees expect to spend a lot of time in that area helping to spoil them.

Bernie plays a great deal of golf and Marian has taken up the game. He is also quite a handicapper at the races. (Bernie said the new clubs have cut nine strokes off his score in the first game he played with them.)

Bernie will be sorely missed after 50 years of railroading, one of which was with the Rio Grande Southern. Many happy years are the wish of all for this time of deserved rest.



## Tony Ballas Retires

A. J. "Tony" Ballas, assistant material manager, Burnham, retired June 23, having worked in the Store Dept. at Pueblo, Salida and Burnham for 44 years.

Tony will not only be remembered for his fine performance in the Store Dept., but for his most friendly and courteous manner in dealing with everyone.

He came from a railroad family. His father was a Rio Grande locomotive engineer, and his two brothers were locomotive engineers for the Santa Fe.

His employment record indicates he started in 1928 as a laborer in the Pueblo Store Dept. From 1928 to 1965 he worked nearly all positions in that department. On Jan. 1, 1965, he was appointed storekeeper at Pueblo and acted in that capacity until April, 1970, when he was appointed assistant material manager at Burnham, a position he held at the time of retirement.

Tony gave a great deal of time to the Rio Grande Vet's Club, both at Pueblo and System-wide. He was active in the operation of the San Isabel Federal Credit Union at Pueblo.

He was honored at a retirement luncheon at the Denver Athletic Club and a retirement dinner at Pueblo attended by his many friends. A farewell ceremony was held at Burnham.

His retirement gifts were the green folding kind to do with as he chooses.

Tony and wife, Mary, who at one time was a nurse at Salida Hospital, have one daughter, three sons, four grandchildren, all residing at Pueblo. His hobby is catering to his family, grandchildren and friends.

Everyone wishes him the best for the future.



## Building Superintendent Schneider Retires

Robert Frederick William Schneider, building superintendent, retired from railroad service on May 31.

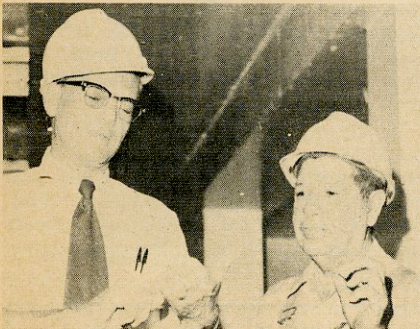
Born, raised and attending schools in Denver, Bob worked for the Denver Tramway as a motorman to put himself through Denver University where he earned a BS degree in Chemical Engineering in 1931. Following graduation, the depression of the Thirties was in full swing. Demand for chemical engineers was nil, so Bob retained his motorman's job with the Tramway. In 1935 he became field representative in labor relations for the Works Progress Administration, where he remained until joining the Rio Grande in June 1942 as an engineering assistant. He was appointed building superintendent on Nov. 1, 1942 where he was in charge of all maintenance and elevator operators. He held this position until his retirement.

Bob has been president for two terms of the Denver Association of Building Owners and Managers. Following his retirement, he plans to be a consultant for Rio Grande Industries for a few months.

A farewell get-together was held in the Engineering Dept. to honor his years with the Rio Grande. Ted Urban did a masterful job as master of ceremonies and introduced Bob's wife, Marie, and family, a daughter, Marilyn, who teaches at Smiley Junior High, a son, Robert, associated with Honeywell at Minneapolis, and his wife, Marilee. He was presented with a complete fishing outfit to help while away some of the retirement hours. All expressed best wishes for many years of happy retirement.



## Abe Martinez Retires



Abrielo Martinez, mechanical laborer, applied for his annuity on June 29.

Abe was a very conscientious worker with a very enviable safety record, not having lost a single day's work as a result of an accident during his 45 years' service with the Rio Grande. He is shown on the right with J. E. Allen, master mechanic.

He first joined the Grande as a mechanical laborer at Alamosa in 1925. He experienced a few layoffs during his tenure with the railroad. He came to the Burnham shops as a mechanical laborer in 1951 where he remained until his retirement.

Fellow co-workers presented him with a gift and many wishes for a long and happy retirement.

Green Light

## Simpson Retires

Odis Simpson, agent at Bond, tapped out "30" on the telegraph key when he applied for his annuity on June 1 after more than 34 years with the Rio Grande where he held positions as telegrapher, operator, agent-operator and agent.

During his career with the Grande, Odis was operator at 23 stations many of which are but memories today. In July 1944 he "settled down" as agent at Bond, which was during the war years and traffic in war material was very heavy. Bond at the time was a busy division point with station and roundhouse to service steam locomotives.

The Simpsons will make their home at McCoy, not too far from Bond. He leaves with a knowledge of a job well done and the best wishes of all that knew and worked with him.

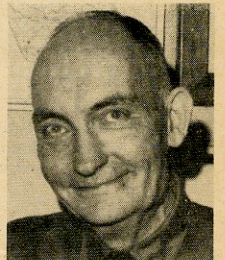


## Lead Janitor Retires

Samuel G. Barlow, lead janitor, applied for his annuity effective June 1.

Sam, born at Durango, joined the Rio Grande in November, 1945 as a Store Dept. laborer at Burnham following his discharge from the Army. In December, 1953, he transferred to janitor in the Rio Grande General Offices and became lead janitor in October, 1960.

A party was held in his honor on May 31, where he was presented with a gold watch as a reminder of the many friends he made during his years with the railroad.



Two London charwomen were discussing the inconvenience of the Blackout. "But it's a necessary evil," said the proverbial Mrs. Malaprop, "else we're likely to be blasted into maternity."

"Tiz so," said her companion, "and the worst of it is, we'd never know who done it."

Thirteen



## Colorado Springs

By Jim Kennedy

Al Horn, night operator, and family enjoyed three weeks of traveling to Kansas and Nebraska. During this time he was busy calling square dances. Owen Troastle, outside yard clerk, took one month's vacation to work around his house and fix up his yard.

W. W. Willard, engineer, and wife visited relatives and friends in South Dakota. Larry Garton, operator, journeyed to Estes Park and Durango and enjoyed the trip to Silverton on the narrow gauge train.

Howard Anderson, switchman, and family went to the Indianapolis 500 races in May. S. C. Parker, conductor, and family worked around the house and took a trip to Oregon.

Yellowstone Park and Canada was the destination of the Bob French family. Jimmie Dean enjoyed their cabin at Dillon and a trip on the Silverton train. Tommy Gallo spent two days in Chicago at the BRAC meeting.

This reporter and wife visited relatives and friends in New Jersey, Washington, D.C., Virginia, Maryland and Pennsylvania. Willie Nicks started for two weeks in South Dakota when they heard of the flood and decided to go to Montana where they did some fishing. Earl Wells' two-week vacation was doing just what he pleased.

Best wishes for an early recovery to Al Thiebaud, retired baggage clerk, who is recuperating at home after surgery.

## Salt Lake Vets

By F. C. Krauth

Pleased to report that Jack Cowley is recuperating very nicely and hope he will continue to do so.

Rio Grande Day Picnic at Saratoga Resort, held on June 24, was a real success. The refreshments, rides and prizes were great, and everyone enjoyed themselves immensely. There were 38 lucky people who won prizes which were donated by the Vets Club and merchants. The officers of the club wish to thank all responsible for an enjoyable time.

Everyone is looking ahead to the next event which will be a potluck dinner on July 29 at Sugar House Park beginning at 6:30 p.m.

All are making plans for the Rio Grande System Vets Convention to be held at Grand Junction on September 23-24.

## Salt Lake Auxiliary

By Adell Ernsten

The Salt Lake Ladies Auxiliary met on May 15 at Chuck-a-Rama for a very nice party. Pleased to report that Mrs. Sanders, president, was present after being ill for some time.

Kate Tucker, who fell and broke a hip, has been promoted to a wheel chair and is doing real fine. Other members reported ill are Betty Powell and Dorothy Brig. Get well wishes and hope to see them soon.

The next meeting is planned for July 10 at Fairmont Park.

Fourteen

## Denver Vets and Auxiliary

By Foyle Troxel

Members of the Vet's Club and Auxiliary joined in a delightful picnic, June 11, at Anna Duckworth's mountain cabin with 41 in attendance. It was a great time.

Hope everyone enjoyed Rio Grande Day on July 8.

A get-together is planned for August 17 at the Flying W Ranch. Plans are to charter a bus. Reservations are necessary, and, for more details, call Pete Ackermann, 333-1035, or Iva Andrews, 455-6496.

It is time to remind everyone of the rummage sale, September 12, at 820 W. 8th Ave.

The meeting of September 21 will be a potluck dinner. Do come.

The Annual System Vet's Convention will be held at Grand Junction on September 23-24. Everyone should make plans to attend and reserve these dates.

Sorry to report that Tony Loibl has been in the hospital and is now recuperating at home. Wish him a speedy recovery.

Sympathy is extended to Alice and Jerry Cutshall in the loss of her brother. Condolences to Catherine and John Schneider in the loss of his niece. This is the fourth loss in their family this year. At present, the Schneiders are enjoying a visit with their granddaughter and great granddaughter from Houston, Texas.

Gladys and George Bush have recovered from the excitement of the visits of a daughter and three grandchildren from California. They were enroute to their new home in Boston, Mass. Additional events were the visit of a daughter and three grandchildren from Columbia, Mo., and the marriage of a granddaughter.

The Troxels have been putting mileage on their new LTD Ford by first visiting relatives in Caney, Kans., and Gentry, Ark., then to Santa Ana, Calif., returning via the Coast Highway and the Redwood Parks of northern California.

## Salida Vets

By Mary B. Cassidy

Summer time means that members of the Salida Vets Club get restless for get-togethers. A potluck dinner with games, where prizes were white elephants brought by the participants, was a lively early June activity with 74 in attendance.

One of the retirees, Leonard Perschbacher, had a ball renewing acquaintances. He is looking well and sassy after a winter in Mesa, Arizona. He was also pictured in the *Salida Mountain Mail* as one of five generations surrounding the new baby born to his great-granddaughter.

The next gathering of the Vets Club will be the annual picnic which has come to be a looked-forward-to event. The committee wanted to have it on a Sunday in July because they think it always rains in August, but the hydro-plant above Maysville where it is usually held was spoken for through July, so it will be an August picnic.

## West Slope Vets

By Bill Easley

The Annual Picnic of the Western Slope Vets Club will be held at Hawthorne Park, August 6, at 4 p.m. Bob Rose is picnic chairman and will be assisted by Anello Arcieri, John Schoening, Ray DeRose and all the officers and governors. Four hundred attended the affair last year, so don't miss this opportunity to meet old friends and make new ones. Watch the bulletin board for details. Retired members will be called.

The members of the Vets Club and ladies of the auxiliary are busy, busy, planning an extra special System Vet's Convention to be held in Grand Junction Saturday and Sunday, Sept. 23-24.

Convention Chairman Walker Johnston warns all those with weak hearts to stay away. The surprises in store may be more than one can take. The Auxiliary have started making decorations and lining up gifts and favors for tote-bags and the local merchants are responding beautifully.

Make your reservations early. More details later.

## Moving?

**When moving please include your old address as well as your new address. Allow at least one month for change to be made.**

## NARBW Installs Officers

The final dinner meeting before the summer hiatus of the National Association of Railway Business Women was held on June 21 at the Diplomat Hotel, where an installation of officers for the coming year was part of the program.

Officers elected were: Dorothy Diff, retired UP, president; Iola McMurray, BN, first vice president; Bonnie Blach, WWIB, second vice president; Dorothy Barnes, GM&O, recording secretary; Betty Tidball, BN, correspondence secretary; Bonnie O'Brien, treasurer; and Mary Stevens, retired D&RGW, press and publicity chairman.

At the recent National convention of the NARBW held at Houston, Texas, Mazie Hester, UP and past president of the local chapter in Denver, was elected national president, and as such will preside over the more than 8,000 members of the organization throughout the United States.

## Suggestions

Suggestions received for review and discussion:

16265	20636	31126
18436	20702	31158
19388	21431	31199
20594		

The following suggestions received and for various reasons were not adopted:

19357	20638	31137
19399	30485	31270

The following suggestion was adopted. Identification stub should be mailed to the Personnel Office:

21431

Rio Grande



# The Grande People

By Ann Eckberg

## Retirements

(Years of Service and Date Shown)

Adams, Kenneth L., Pueblo, Switchman, 21, March 9.  
 Alberts, Clarence R., Grand Junction, Gen. Roadmaster, 34, April 1.  
 Archuleta, Sam, Delta, Sect. Laborer, 35, March 28, 1971.  
 Byars, John Bert, Denver, Asst. to Chief Engineer, 35, April 1.  
 Capra, Joseph, Denver, Machinist Helper, 37, Jan. 28.  
 Carlson, William A., Denver, Conductor, 37, Feb. 11.  
 Deason, Walter J., Salt Lake City, Chief Clerk, 51, April 1.  
 Emery, Ralph L., Glenwood Spgs., Sect. Laborer, 27, Oct. 16, 1971.  
 Hampton, Granville, Denver, Sleeping Car Porter, 2, Oct. 1, 1971.  
 Hanke, Alfred P., Salt Lake City, B&B Carpenter, 30, Jan. 1.  
 Hazelhurst, Thomas H., Salida, RM&E Repairman, 12, Mar. 1.  
 Llewellyn, Rees F., Salt Lake City, Special Agent, 28, April 1.  
 McClurg, William H., Grand Junction, Train Dispatcher, 35, Dec. 16.  
 Montoya, Romolo, Denver, Sect. Laborer, 35, April 29.  
 Rowland, Fred E., Salt Lake City, Switchman, 25, Mar. 26.  
 Sutherland, William L., Salt Lake City, Conductor, 36, Oct. 19, 1971.

## Losses

(Age and Date of Death Shown)

Arguello, Felix A., Alamosa, Transfer Trucker, 67, May 2.  
 Beardall, Bert R., Spanish Fork, Sect. Laborer, 58, May 11.  
 Belcik, John P., Denver, Tinsmith, 97, May 20.  
 Blaha, Emil, Denver, Machinist, 76, June 8.  
 Dennis, Donald E., Denver, Switchman, 33, June 18.  
 Denoyer, Julius, Salida, Stationary Engineer, 82, June 9.  
 Falcone, Carmine, Salt Lake City, Meeh. Laborer, 70, April 30.  
 Garcia, Joe P., Mack, Sect. Laborer, 53, May 27.  
 Harriman, George R., Denver, Timekeeper, 63, May 11.  
 Hawkins, George P., Denver, Carman, 64, May 16.  
 Kusulas, Spiros, Denver, Sect. Foreman, 75, May 20.  
 Lambson, Martin A., Salt Lake City, Chief Clerk, 82, June 7.  
 Martin, William L., Salt Lake City, Train Dispatcher, 74, Apr. 13.  
 Nash, Francis P., Jr., Grand Junction, Locomotive Engineer, 56, Apr. 23.  
 Palermo, Ralph, Salida, Coal Chute Opr., 85, June 10.  
 Petric, William M., Denver, Sectional Storekeeper, 60, May 22.  
 Ruger, Harry W., Denver, Fireman, 80, May 16.  
 Willingham, Daniel E., Denver, Locomotive Engineer, 78, Apr. 28.  
 Wood, Harry B., Denver, Div. Special Agent, 74, May 16.



RECENT VISITORS to their headquarters in Denver were off-line office managers. In the photo from left are, Brad Baker, Pittsburgh, Dave Atkins, Washington, D.C., Don Havlik, Chicago, Bill Ducommun, market analyst, Denver, Wade Guerrant, Kansas City, Bob Stram, Cincinnati, and Wade Mayberry, Sacramento.

# THINK!

*Safety* is everyone's job on  
the *Rio Grande*

Green Light

## RECENT APPOINTMENTS

W. N. Bailey, Supervisor Communications . . . . . Salt Lake City  
 L. J. Bernstein, Dir., Passenger & Dining Car Serv. . . . . Denver  
 R. G. Buffalow, Trainmaster-Road Foreman of Equip. . . . . Denver  
 W. E. Christman, District Representative . . . . . Chicago  
 J. E. Clancy, Diesel Instructor . . . . . Burnham  
 D. L. Hulsopple, Office Manager . . . . . Los Angeles  
 M. R. Jacobs, Asst. Roadmaster . . . . . Price  
 D. W. Jamieson, Engineering Asst. . . . . Grand Junction  
 H. K. Jones, Diesel Shop Foreman . . . . . Burnham  
 M. D. Kenyon, Asst. Chief Engineer . . . . . Denver  
 D. G. Livengood, Asst. to Regional Manager . . . . . Chicago  
 W. D. Lucore, Road Foreman of Equipment . . . . . Grand Junction  
 D. W. McFarland, Diesel Maintenance Supv. . . . . Burnham  
 Patricia A. Nezik, Secty. to Traffic Manager . . . . . San Francisco  
 D. W. Reece, Communications Engineer-Radio . . . . . Denver  
 P. O. Schmidt, Tin & Pipe Shop Foreman . . . . . Burnham  
 J. L. Smith, Office Manager . . . . . Oakland  
 J. P. Speiss, Division Trainmaster . . . . . Denver  
 E. H. Twehous, Road Foreman of Equipment . . . . . Helper  
 A. W. Willis, District Representative . . . . . Oakland

## RIO GRANDE VETERANS CLUBS

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K-28-G—Gold Filled Tie Bar.....\$3.25 K-28-S—Sterling Silver Tie Bar.....\$2.50

### THE MONTEZUMA



### TIE BARS

Plain Enameled

Silver Plate.....RG-11 \$2.50 RG-11E \$3.00  
 Gold Plate.....RG-12 \$2.50 RG-12E \$3.00  
 Sterling.....RG-13 \$4.75 RG-13E \$5.40  
 Gold Filled.....RG-14 \$5.50 RG-14E \$6.25

### TIE CHAINS

Sterling Enameled.....RG- 9E \$5.40  
 Gold Filled Enameled.....RG-10E \$6.25

### BOLA TIES

(with Montezuma Clips)

Sterling Enameled.....RG-21E \$4.75  
 Gold Filled Enameled.....RG-22E \$5.00

### CUFF LINKS

Plain Enameled

Silver Plate.....RG-15 \$3.50 RG-15E \$4.50  
 Gold Plate.....RG-16 \$3.75 RG-16E \$4.50  
 Sterling.....RG-17 \$5.75 RG-17E \$6.25  
 Gold Filled.....RG-18 \$6.50 RG-18E \$8.00

### TIE TACS

Sterling Enameled.....RG-25E \$3.50  
 Gold Filled Enameled.....RG-26E \$4.00

### BRACELETS

Sterling Enameled.....RG- 3E \$4.25  
 Gold Filled Enameled.....RG- 4E \$4.75  
 Charm Only—Gold Filled.....RG-24E \$3.75  
 Sterling.....RG-23E \$3.25

### ORDER FORM

Mr. Edward M. Clark, 2701 South Utica, Denver, Colorado 80236

Please mail to me via parcel post the following items offered by the Rio Grande Veterans' Clubs:

Item No.	Quantity	Description	Amount	Mail Charge Plus Handling	Total
				30c per Item	\$
				30c per Item	\$
				30c per Item	\$
				30c per Item	\$

(ATTACH ADDITIONAL SHEET FOR LARGER ORDERS)

TOTAL \$

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CITY

STATE

ZIP

IMPORTANT: Check or money order for total amount including mail and handling charges must accompany your order. They will be your receipt.

Fifteen



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